

In the Specification:

Please replace paragraph [0003] beginning on page 1, with the following written paragraph:

[0003] ~~As one of noises~~One type of noise generated by pneumatic tires, there is caused by resonance of the air in the cavity of the pneumatic tire during ~~traveling~~travel. As described above, by varying the cross-sectional area of the cavity in the tire circumferential direction, the frequency of the air resonance is varied to thereby reduce road noise due to the air resonance.

Please replace paragraph [0004] beginning on page 1, with the following written paragraph:

[0004] However, if the noise reduction interior members disposed on the rim in the tire as mentioned above are fixed to the rim in advance, ~~the assembling~~assembly of the tire on the rim is obstructed. Therefore, ~~such a troublesome work is needed that~~ the noise reduction interior member must be installed after one bead of the tire has been placed on the rim. This is difficult because the operator inserts~~must insert~~ his hands into the cavity ~~though a narrow space between the rim and tire~~. As such, attachment of the noise reduction member is difficult and inconvenient. ~~after the assembling of the tire on the rim and fixes the members, and there is a problem of very bad attachment workability.~~

Please replace paragraph [0005] beginning on page 2, with the following written paragraph:

[0005] An object of the present invention is to provide a tire/wheel assembly and a noise reduction interior member used therefor, in which ~~workability of attaching~~attachment of the noise reduction interior member can be significantly

~~improved~~simplified while reducing road noise ~~due to~~caused by resonance of the air in the cavity of the pneumatic tire.

Please replace paragraph [0009] beginning on page 3, with the following written paragraph:

[0009] Since the elastic rings of the noise reduction interior member are fitted to the rim, the noise reduction interior member can be mounted on the rim in the normal ~~assembling~~assembly operation of a tire on a rim ~~after the noise reduction interior member has been inserted into the cavity of the pneumatic tire.~~ Therefore, such a conventional ~~troublesome work is not needed that the operator inserts~~does not have to insert his hands into the cavity through ~~at~~the narrow space between the rim and tire for fixation after assembling of the tire on the rim, ~~and workability of~~consequently the process of attaching the noise reduction interior member can be greatly improved.

Please replace paragraph [0012] beginning on page 5, with the following written paragraph:

[0012] As described above, the uneven distribution of the openings in the equally sectioned regions allows the openings and inner cavity part to act as a ~~Helmholtz resonance absorber~~Helmholtz resonator, thereby absorbing and reducing resonance of the air in the cavity of the pneumatic tire during traveling of a vehicle. Accordingly, road noise due to resonance of the air in the cavity of the pneumatic tire can be ~~improved~~decreased. ~~Workability of~~The process of attaching the noise reduction interior member ~~can be~~is significantly improved ~~because of~~for the same reason ~~as~~reasons as previously described above.

Please replace paragraph [0022] beginning on page 7, with the following written paragraph:

[0022] The rubber or elastic resin used to constitute the elastic rings 4 may be any kind of rubber or elastic ~~rein~~resin if the annular body 5 can stably be supported. The rubber may be, for example, natural rubber, isoprene rubber, styrene-butadiene rubber, butadiene rubber, or butyl rubber, and the elastic resin may be, for example, resin foam such as foamed polyurethane.

Please replace paragraph [0025] beginning on page 8, with the following written paragraph:

[0025] The two leg portions 6 have four regions A, B, C and D equally sectioned in the circumferential direction of the shell. In each of the regions A and C opposite to each other, the ~~two~~two leg portions 6 include cross-sectionally arc-shaped depressions ~~7A~~6A which are depressed inwardly and extend circumferentially, as shown in FIG. 2A, and in each of the regions B and D opposite to each other, the two leg portions 6 include cross-sectionally arc-shaped protrusions ~~7B~~6B which protrude outwardly and extend circumferentially, as shown in FIG. 2B. Thus the cross-sectional shape of each leg portion 76 varies periodically in the tire circumferential direction, whereby the cross-sectional area of an annular cavity portion 2Aa surrounded by the noise reduction interior member 3 and pneumatic tire 2 varies periodically in regular periods in the tire circumferential direction.

Please replace paragraph [0026] beginning on page 9, with the following written paragraph:

[0026] Alternatively, instead of the above leg portions 6, the ~~two~~two-mountain-shaped top portion 7 may be formed to have a circularly curved depression which is depressed deeply ~~inwardly~~inward in each of the regions A and B as shown in FIG. 3A, and

may be formed to have three circularly curved small protrusions 7a which protrude outwardly in each of the regions B and D as shown in FIG. 3B, whereby the cross-sectional shape of the top portion 7 varies periodically in the tire circumferential direction.

Please replace paragraph [0028] beginning on page 9, with the following written paragraph:

[0028] The annular body 5 may also be constructed such that the leg portions 6 and top portion 7 are provided with the depressions and protrusions stated supra, whereby the cross-sectional area of the cavity portion 2Aa surrounded by the annular body 5 and pneumatic tire 2 varies in the tire circumferential direction. In the embodiment shown in FIGS. 2A and 2B, the two leg portions 6 are provided with the depressions 6A and protrusions 6B. However, either of the two leg portions ~~7~~6 may be provided therewith, and the annular body 5 may have a combination thereof.

Please replace paragraph [0029] beginning on page 10, with the following written paragraph:

[0029] The annular body 5 structured as described above can easily be obtained by forming annular body pieces divided according to the respective regions, and ~~jointing~~joining the annular body pieces by welding or the like.

Please replace paragraph [0033] beginning on page 11, with the following written paragraph:

[0033] Since the elastic rings 4 are fitted on the rim 1A, the noise reduction interior member 3 can be mounted on the rim ~~inbefore~~before the normal ~~assembling~~assembly operation of a tire on a rim ~~after the noise reduction interior member 3 has been inserted into the cavity 2A of the pneumatic tire 2.~~ Therefore, such a troublesome work is not needed that the operator ~~inserts~~does not have to insert his hands into the cavity ~~through a narrow space~~.

~~between the rim and tire for fixation after assembling of the tire on the rim, and workability in~~
order to attach the noise reduction member. Consequently, the process of attaching the noise
reduction interior member 3 can be significantly improved.

Please replace paragraph [0035] beginning on page 12, with the following written paragraph:

[0035] It is preferable that the forgoing annular body 5 be formed by forming annular body pieces divided in the circumferential direction thereof according to the respective regions, and ~~jointing~~ joining the annular body pieces by welding or the like to easily produce the annular body, as described above, but it is not limited thereto ~~as is obvious~~. For example, the annular body may be integrally formed.

Please replace paragraph [0036] beginning on page 12, with the following written paragraph:

[0036] In ~~ease~~cases where the annular body 5 is formed by ~~jointing~~ joining the annular body pieces as mentioned above, there exist steps in the ~~joint~~ individual parts having depression and protrusion portions, whereby the annular body 5 ~~have~~ has joint gaps through which the outside and inside of the annular body 5 are in communication with each other. The joint gaps may be left as they are, or may be closed using other materials. Preferably, the joint gaps are closed, thereby contributing to slightly decreasing road noise.

Please replace paragraph [0037] beginning on page 12, with the following written paragraph:

[0037] The annular body may be constructed such that the annular body pieces are formed to have no depressions or protrusions at opposing end thereof, and are ~~jointed~~ joined without making steps.

Please replace paragraph [0043] beginning on page 14, with the following written paragraph:

[0043] As mentioned above, the uneven distribution of the openings 8 in the equally sectioned regions A, B, C, and D allows the openings 8 and inner cavity part 2A1 to act as a ~~Helmholtz~~Helmholtz resonance absorber, thereby absorbing and reducing resonance of the air in the cavity 2A of the pneumatic tire 2 during traveling of a vehicle. Accordingly, road noise due to resonance of the air in the cavity 2A of the pneumatic tire 2 can be improved. Since the elastic rings 4 are fitted on the rim 1A, ~~workability~~the process of attaching the noise reduction interior member 3 can be significantly improved.

Please replace paragraph [0044] beginning on page 15, with the following written paragraph:

[0044] It is preferable that the regions A and C having the maximum total opening area of openings 8 be 5% to 10% greater in total opening area than the regions B and D having the minimum total opening area of openings 8. If the difference therebetween is less than 5%, it is difficult to provide an ~~effectively absorbing function~~effective absorption. If the difference is more than 10%, the mass of the noise reduction interior member 3 varies noticeably around the circumference thereof, whereby vibration may be caused.

Please replace paragraph [0045] beginning on page 15, with the following written paragraph:

[0045] It is preferable, in terms of obtaining the highest noise reduction effect, that the uneven distribution of the openings 8 be arranged such that the regions A and C having the maximum total opening area and the regions B and D having the minimum total opening area are alternately placed, as described above, to have two periods, but it is not limited thereto. The annular body 5 may be arranged such that the annular body 5 has two to seven regions equally sectioned in the circumferential direction thereof ~~and a region with~~

regions having openings 8 that ~~are~~have a maximum ~~in~~-total opening area ~~is~~being 5% to 10% greater in total opening area than a region having openings 8 that ~~are~~have a minimum ~~in~~-total opening area. If the annular body has eight or more equally sectioned regions, it is not preferable because the distribution of the openings 8 is ~~eloser~~-~~to~~too close to an even distribution.